



# FOR THE APRIL MEETING

- **NOTICE!** The April chapter meeting will be at the California Aeronautical University (CAU) Hangar. Mike Cycon will issue the meeting location information with the Newsletter.
- **It's membership renewal time.** A real bargain, your Chapter dues are now only \$30 per year. See Dave Bankhead to renew your commitment now to Chapter 228 ASAP.
- For the April meeting we will have a very interesting meeting for you, but the subject has not yet been verified. But, be assured that Andy will once again have a very informative safety briefing.

# APRIL 2025

## CHAPTER OFFICERS AND STAFF

All phone numbers are area code 480 unless noted.

President	Don Croyle	442-0808
Vice President	Gary Christensen	225-9454
Secretary	Mike Cycon	213-8874
Treasurer	Dave Bankhead	928-533-9187
News Letter Editor	Jim Timm	839-9187
Director	Todd Bristol	755-4200
Director	Gordon Craig	329-7672
Director	Chuck Flint	602-980-3474
Director	Joe Goetz	415-5087
YE Coordinator	Steve Holt	540-798-7441
YE CO-Coordinator	Bill Worger	993-5959
Socials	Gary Hertzler	897-8167
Flight Advisor	Dave Bankhead	928-533-9187
Flight Advisor	Andy Elliott	985-2239
Tech. Counselors	Gary Hertzler	897-8167
	Bob Greco	602-478-4403

## CALENDAR

DATE	EVENT
Tues 4/22/2025 @ 7:00 pm	In Person Meeting
Tues. 5/13/2025 @6:30	Board Meeting In Person
Tuesday 5/27/2024	In Person Meeting
Thursday Coffee @ 7:30 am	In the Falcon Field Terminal Lobby

## CHAPTER SOCIAL ACTIVITIES

The Chapter dinners at Vito's restaurant in Mesa on the second Saturday of the month are being reconsidered to restart. If you would like to see them restart please contact Gary Hertzler (480) 897-8167

### GOLDWATER RANGE TOUR

It's not too late to sign up for the Barry M. Goldwater Range-East (BMGR-East) tour on My 1, 2025. This is a multi-chapter tour that is limited to 50 people.

Please complete this registration form in order to participate.

<https://forms.gle/PqQvFEY7XFCaHPDz6>

All registrants are responsible for their own transportation to the BMGR-East (off highway 85 south of Gila Bend). You are welcome to self-arrange carpooling, if desired. You will get detailed instructions on when and where to meet via email the day before. You will also be notified the day before if the tour is cancelled due to change in scheduling. If you have any questions, contact Mike Cycon at [mcycon@q.com](mailto:mcycon@q.com) or 480-213-8874.

### ARIZONA AIRPORT PASSPORT PROGRAM

Have you joined the Arizona Airport Passport Program yet ? To participate all you have to do is get the free AZAPP App. for your "smart phone" on the internet so you can scan the QR code on the passport placard at a participating location. Thus proving you have been there. The Arizona Airport Passport Program (AZAPP) program continues to grow as more and more participating airports, and businesses establish placard locations. Visit the Arizona Pilots Association website often to get the latest placard locations and photos of participating airports and businesses. If you have questions about the program go to the APA website [AZpilots.org](http://AZpilots.org) or contact Trent Heidtke.

### PILOT DEVIATIONS

Aviation Safety was not too bad. This past reporting period there were 19 deviations, and there were only 3 Brashers issued for IFR items. It appears that there are still many that still don't seem to understand what type of airspace they are flying in. Always remember, when you fly in

controlled airspace, don't be creative, and do something without first talking to ATC. Always follow ATC instructions, and fly with care. See the Arizona Pilot's Association Newsletter for the details.

### FLIGHT TEST MANUAL

If you have completed your airplane project and are preparing to make the first flight, and subsequent test flights, you really need to get the new EAA Flight Test Manual. The latest Revision of the Manual has just been released, and EAA is accepting orders; the member price is \$22.50 and \$25.00 for nonmembers. The revised EAA Flight Test Manual is a comprehensive program for test flying your new experimental airplane. Unique to the EAA's system are test cards that take you through each test flight point-by-point and allow for easy data collection. Use of the EAA Flight Test Manual will result in a thoroughly tested aircraft, a full understanding of their craft's performance, characteristics, and limitations, and have enough data to easily build an operating handbook for the airplane.

### CHAPTER 228 WEBSITE

Check out the chapter website <https://chapters.eaa.org/ea228> and please give us your thoughts.

### THINGS TO DO - PLACES TO FLY FOR BREAKFAST

The fly in breakfast at Coolidge Municipal Airport on the first Saturday of the month.

On the second Saturday of the month, consider going to Ritchies restaurant on Ryan Field (RYN). They serve breakfast after 6 am every day of the week.

Grapevine is open full time, and generally the third Saturday weekend camping and cookouts have restarted. Check the newsletter for a possible weekend change. The camp host will prepare the main course for dinner, and campers, please bring a side dish or dessert to share. ***Grapevine, which lies within a National Forest, is heavily used by the Forest Service for fighting wildfires, and the Military for Special Training.***



There is a pancake breakfast on the last Saturday of the month at the Casa Grande Municipal Airport (CGZ). The breakfast is being put on by the **Runway 5 Cafe**. They are open for business from Tuesday thru Saturday 7:00 am to 2:00 pm, and the breakfast is being served in the air-conditioned terminal.

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### FOLLOWING ITEMS FOR SALE

4 Tubes of AeroShell #5	\$50
14 Gallons of Phillips Cross Country Oil	\$30/gal.
Some 25-60 Oil	\$30/gal.
1 Aircraft wing skin riveting/dimpling tool.	\$150
One small aluminum band saw	\$50
One mobile 5 ton hydraulic hoist.	\$250
Assorted trays of aircraft fasteners.	\$15 - \$50
100% wool carpet floor mat material.	
Non Toxic if burned.	

Call: Dave McNeill 480-286-2859

### Dynamic Propeller Balancing



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### CHAPTER WANT ADS

Listing in the monthly news letter; If you want a picture included in your adv., send it as a JPEG attachment to your request. Also, when you have an adv. placed, please advise when you want it modified or removed. Otherwise, it will run for 3 months as submitted then it will be removed.

### WING STROBES

The Whelen Strobe, and Grimes Nav. Lights were removed from a Light Sport Airplane, and were seldom used.

The wingtip strobe alternately provides 4 flashes on a wingtip at a time when turned on. Strobe, and Nav. lights operate on 12VDC.

Included are the 3 Nav. Light bulbs (Wings & Tail), Strobe control box, all shielded wires, and connectors, 2 Light socket bases, 2 strobe and Nav. lite back shells, 2 Nav. lite only back shells, and some hardware, and a strobe instruction/ installation hand book.

See Photo: COST: Make Any Offer

Jim Timm: 602-616-9291 or 480-839-9187



## FOR SALE

RV9-A Built 2007 \$134,900

1,135 TT on engine/airframe

Mattituck (Lycoming) TMX 0-320 160 hp engine

Dual E-MAG P Model w/alt (with auto 4-lead kit)

2020 ADS-B Out, 406 ELT

Advanced Flight Systems 10" Skyview HDX

VFR Advanced Panel with Angle-Of-Attack on screen display, Garmin GMA245A audio panel with Bluetooth.

The aircraft has new tires, and tubes, is freshly painted, retractable canopy sun shade, engine preheater, engine trickle charger. There is no damage history or hail damage.

Condition Inspection performed in July.

Hangared at Nogales International KOLS.

Contact: **Torry Johnson at (775)-790-4637**





EAA Chapter 228 Falcons  
Membership Meeting Minutes Summary  
March 25, 2025

The March meeting of the Falcons was an in person meeting at the CAU hangar. President Don Croyle brought the meeting to order at 7:05 PM. There were 31 members/guests present.

Don had a few announcements. Airventure 2025 is 118 days from now. Member Sherry N. reminded everyone that the Chapter 5 raffle for an all expense paid trip to the 2025 Paris Airshow for 4 people is still available. The good news is that the prize donee will pay all Federal Taxes due, (prize value is \$100,00) so get your tickets now. There will be only one drawing and ticket sales are open to the public. See [www.eaa5.org](http://www.eaa5.org) for more details. The drawing is on May 3.

The February meeting minutes were approved as published in the March Newsletter.

Don asked for visitors to introduce themselves.

Cole- is visiting Arizona and heard about our chapter so he came to check us out. He is interested in aviation and has his eye on an airline pilot position some day.

Jessica was unable to attend tonight so Don gave us her update on Falcon Field activities. Watch out for a crane operating near the water tower (see NOTAMS). The driver training on line course is ready to roll out. They will be sending out email notices beginning with last names starting with Z. It should take about 9 months to train all tenants. You will have ample time to take the on-line training course/quiz. The next cockpit close up event is on April 5<sup>th</sup> from 8-10 AM. Jessica will be at the Celebrate Mesa event on April 12<sup>th</sup> from 10 AM to 2 PM.

Thank you Don.

Treasurer Dave Bankhead reports that our balance is \$11,419.42 and there are no large impending expenses. We are on track for more YE credits so we need to think about what we need in support of the YE program.

Don asked for builder updates. Eric (RV-10) reports that he has finished the elevators and the wings are almost finished.

Gary C. spoke about the Thursday coffee and donuts. He usually arrives in the FFZ lobby by 7:00 AM. The attendance fluctuates with a slightly larger showing with the winter visitors. They have not been making coffee since most people have been bringing their own. Gary would like your feedback on having coffee made or continue to bring your own.

Don had a few upcoming events:

March 29-Fly out to Yuma  
April 11-13- Above and Beyond Flight Days  
at Deer Valley

There were no airspace issues and Don did not have any data on accidents to report.

Steve H. was not here so Don gave an update. The last event on March 1<sup>st</sup> flew 27 kids with 10 pilots. Another event is being planned for late May or early June.

Andy's safety briefing tonight started off with a video of the news story of the SWA jet that started to take off on a taxiway. Fortunately, the tower spotted the error and had the plane stop. Andy says this event emphasizes the fact that inexperienced flight crews and ATC personal are replacing the more experienced crews that are retiring.

Andy's safety topic was "When Your GPS Fails". Yes, GPS signal loss is not an uncommon event. Consider that the GPS signal is only 1 X E-9 microwatt and is easily disrupted by electrical noise. The FAA frequently disables GPS over wide areas for the purpose of military training. (They call this "interference testing" and give notice via NOTAMS).

Bad actors can also disrupt GPS using signal jammers. These devices can be purchased legally on the internet for \$100 to \$1500. They can block GPS and or cell service within a 500 m radius. Glonass and Galileo can also be blocked or jammed.

Old GPS equipment in your plane (tablets and other devices) are also prone to failure. Often over heating is the most common reason.

What should you do if your GPS fails? First of all, AVIATE. Don't panic. Then NAVIGATE. You may have lost your moving map, but the map data is still useable so use it. What was your heading before the failure? In most cases you can maintain the heading and that will give you time to look for land marks. Lastly, COMMUNICATE. If you were using flight following, let them know you are experiencing loss of GPS. Do you want to ask them for a vector to your final destination?

To prepare yourself for a GPS failure, practice navigating using land marks and VOR/ILS/ADF if you have that equipment.

Thank you Andy.

Next Joe Goetz presented some IFR scenarios using video simulation to recreate the incident. The first was a pilot landing at an airport with two parallel runways. A helicopter was using 10L and the landing aircraft requested 10L. The tower acknowledged the request and cleared the plane to land on 10R. Even though the pilot read back the landing instructions correctly, he tried to land on 10L and had a near miss with the helicopter. This was an example of expectation bias. The tower only acknowledged the request, but did not authorize the plane to land on the requested runway. Listen to all the radio communications and develop a clear picture of what is going on.

The second scenario was an airliner cleared to a specific runway via several taxiways. The pilots missed a turn onto one of the taxiways and crossed an active runway, narrowly missing another departing aircraft. The pilots admitted they were distracted in the cockpit and were not paying attention to the taxiway IDs.

The third example was a student pilot at an unfamiliar airport who missed a turn onto a taxiway, entered an active runway and narrowly missed a landing aircraft. This could have been avoided if the student pilot had previously studied the airport diagrams and had a mental picture of his route of travel before he began his taxi.

The final example was another pilot who failed to follow taxi instructions. The pilot admitted he was

talking to a passenger and that was why he missed the turn. A sterile cockpit should be maintained during all landing and departing operations. These critical areas of flight need your full attention.

Next Dave Bankhead gave us a VFR scenario. First was a reminder of the purpose of the dashed lines on the runway. These lines are always 120 feet long and 80 feet apart. They help the pilot monitor his landing and take off distances by simply noting how many centerline stripes you passed. Do you know your TO requirements at different airports? Just count the lines.

Next Dave gave an example of old FARs that don't change. Why? Mostly because of bureaucracy. Let's look at the FAA definition of Category, Class, Type, Complex and Currency.

Category- Airplane (applies to rating)

Class- Single (applies to rating)

Type- Land applies to rating

Complex- Retractable gear, controllable prop, flaps (all three required). Need an endorsement only, not a rating

FAR definition of PIC: sole manipulator of the controls.

Currency- what flight time can you log as PIC? Consider the following: a pilot who is current but does not have a complex endorsement, goes flying with a friend in his complex aircraft. His friend says, you can fly for a while. Can that person log PIC time? The FAA says yes. In fact both pilots can log PIC time.

Do you agree with this? Should the FAA revisit some old FARs and update them?

Thank you Joe and Dave.

In closing, Don reminded everyone to fly safely and keep learning via webinars and other training platforms. The next chapter meeting will be on April 22, 2025. The meeting adjourned at 9:00 PM.

Respectfully submitted  
Michael Cycon, Secretary